TRAFFIC ENGINEERING

A Digest of Current Literature
on Street and Highway Traffic
and
News of the Institute of Traffic Engineers

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VOL. VIII NOVEMBER 1937 NO. 7

111 - ACCIDENTS - General

"Detection of Accident-Prone Drivers" - H. M. Johnson,(Highway Research Abstracts, December, 1937.)

Study has been made of the accident histories of 29,531 Connecticut drivers, selected at random, each of whom have been licensed in that State for a period of six years. It was found that reported accidents were not distributed among these drivers according to the laws of chance.

It was found that two classes of drivers are accident prone: those who are now young, and those who have had a high rate in the past.

About 7,800 lives could have been saved by bringing down the rate of drivers under 25 to the average rate of those over 25.

A group of less than 4 per cent of the operators had 40 percent of the fatal accidents, 36 per cent of the non-fatal personal-injury accidents, and 38 percent of the accidents which involved no personal injuries.

112 - ACCIDENTS - General

"At the Wheel" by Reginald M. Cleveland, (New York Times, November 28, 1937.)

More evidence that not only drinking and driving but drinking and walking on the highway make poor bedfellows was adduced last week by the Greater New York Safety Council from figures gathered in a recent survey by the Massachusetts Safety Council. This survey covered 412 night highway fatalities. It showed that more drunken pedestrians by almost one-third than drunken drivers were victims of automobile accidents.

Combined Publications — TRAFFIC ENGINEERING combines the Publications "Traffic Digest" and "Traffic News Letter".

Highway lighting was found to be inadequate in several cases; in others drivers suffered from faulty vision. Of the pedestrians killed 169 were more than 50 years old and 34 of this number had been drinking. Sixty-one drivers were killed, of whom twenty-five had been drinking.

113 - ACCIDENTS - General

"Fast Drivers Blamed" by Charles A. Harnett, Commissioner of Motor Vehicles, New York State, (New York Times, October 24, 1937, p. A9)

In New York State during the first half of 1937 motor fatalities numbered 1,282. Fifty percent occurred in rural territory or in towns of less than 10,000 persons, containing only 22% of the state's population. Thus excessive speed for conditions is indicated.

The New York State Traffic Commission, in its first year, has ordered establishment of 62 speed zones, 191 signs, 7 traffic lights, 64 painted road markings, removal of 52 traffic lights and signs. Cooperation of motorists is asked to make these improvements effective in reducing accidents.

114 - ACCIDENTS - Pedestrian

"5,600 Pedestrians 'Walk to Death'." (New York Times, October 31, 1937, p. 12xx)

According to J. Borton Weeks, President of Keystone Automobile Club, of 8,436 Pennsylvania pedestrians killed and 81,951 injured in eight years and eight months, 5,600 "walked to death" and 65,000 were injured by their own carelessness. Motorists were responsible for only 20,000 of the casualities among pedestrians. Safe walking is as important as safe driving. 29 were killed walking "with" go signals and 278 were killed walking contrary to the signal. 145 died while "saving time" by walking diagonally. The surest walk to death is between intersections: 1,781 killed, 18,474 injured. Second deadliest is walking from behind parked cars: 1,101 dead, 15,850 injured. Walking or playing in streets: 1,196 dead, 17,524 injured. Walking on highways, with back turned to traffic, 580 dead, 2,070 injured. Intoxicated pedestrians, 685 dead, 4,551 injured. The pedestrian in Pennsylvania is killed in 9.3% of his accidents whereas the motorist is killed in 2.9% of his accidents.

115 - ACCIDENTS - General

"The Highway Accident Problem" - R. W. Crum, Director, Highway Research Board. (Highway Research Abstracts, December, 1937).

Recent research indicates the presence in the driving population of three classes of drivers: a considerable group of accident free individuals, a relatively small group of accident prone individuals and a large number of drivers involved in a large number of accidents more or less according to the laws of chance.

While a first objective should be to segregate the accident prone operators and either eliminate them or change their habits by educational methods, it is evident that to reduce highway accidents to the lowest possible terms a long pull must be directed toward reduction of the total number of mishaps suffered by the great number of drivers who may be considered normal.

116 - ACCIDENTS - General

"Motors and Motor Men" (New York Times, Nov. 21, 1937, p.8XX).

Of 900 fleets enrolled in the National Safety Contest, 191 fleets of trucks, buses, and cars covered 14,000,000 miles without accident in three months. The total miles covered by all contestants was 272,689,000 miles with an average of 2.02 accidents per 100,000 miles.

117 - ADMINISTRATION AND ENFORCEMENT - General

"Co-ordination in Administration of Traffic Problems Advocated." by E. C. Lawton, Asst. Commissioner of Highways, New York State. (N. Y. Herald Tribune, Oct. 27, 1937, p. 40)

"Have we not tackled the safety problem from the wrong end and treated results instead of causes?" "Who should be entrusted with the responsibility of reducing the mortality rate and what reasonable and lawful means should be employed?" The highway engineer knows we must concentrate responsibility in the hands of a closely knit unit. The railroads could never have achieved their record for safety if they had allowed other people to build rolling stock without specifications and had allowed still other millions of people to operate all kinds of rolling stock without regulation. Until highway engineers are given the power to coordinate pavement design with that of trucks, buses, automobiles, there will continue great economic losses. Thousands of miles of old pavement built for moderate speeds are now called upon to carry extreme loads at excessive speeds, resulting in early destruction of pavement and in loss of lives. These losses could be minimized by coordination of vehicle speeds with highway design. These problems require engineering talent for solution.

118 - ADMINISTRATION AND ENFORCEMENT - General

"White Safety Car Fleet Grows. Results Gratifying State Police." (N. Y. Herald Tribune, Oct. 27, 1937, p. 45)

New York State uses 53 white safety patrol cars on the most travelled portions of the highways. A reduced accident toll is noticed. The primary purpose is to prevent accidents rather than to make wholesale arrests. On the Albany-Schenectady highway average speed of traffic has been reduced from 47 M.P.H. to 35 M.P.H. Lieut. H. A. Keaton of Troop G traffic control explained that the cars patrol at 40 M.P.H. setting an example to motorists. Speed is the chief cause of accidents.

119 - ADMINISTRATION AND ENFORCEMENT - General

"I.C.C. Seeks More Light on Rules." (N. Y. Times, November 7, 1937, p.XX3.)

Two years ago Congress assigned to the Interstate Commerce Commission the task of regulating interstate commerce by motor vehicle in respect to unfair competition, unfair treatment of shippers, safety of passengers, and employees. The safety regulations alone, which went into effect last July, would be a big job. State cooperation and uniformity between states' laws are essential. 26 states have adopted the Interstate safety regulations for motor carriers. The I.C.C. needs a hundred safety field men, but is more likely to get ten.

The larger operators are cooperating splendidly in supplying accident reports. But officials have not yet analyzed accident causes, and this is needed before preventive measures can be taken. A

questionnaire sent to 1, 100 operators is expected to make possible improvements in the regulations. It is agreed that speed too fast for conditions is a serious cause of accidents. The question of maximum permissible speed is highly controversial, but operators were asked about top speeds and the efficiency of governors of the vacuum, magnetic, and centrifugal types.

120 - ADMINSTRATION AND ENFORCEMENT - General

"Rhode Island Boasts of Low Accident Ratio" by Robert E. Quinn, Governor of Rhode Island. (N. Y. Herald Tribune, Oct. 27, 1937. p. 31)

Rhode Island leads all states in lowest accident ratio per unit of population and gasoline consumption, the low ratio results from;

(1) The emphasis of the State Police upon control of speed and compliance with law.
(2) Reliable and active prosecution by the courts.
(3) Constant and rigid supervision over conduct of drivers by the licensing authority who receive reports of practically all arrests.

121 - CONTROL DEVICES AND METHODS - General

"Traffiscope", photograph of N. Y. Times, Nov. 21, 1937, p.8XX.

"This device, called the 'Traffiscope' permits motorists to see over hills. Recent tests of it on Minnesota roads are reported to have been very satisfactory."

122 - REGULATIONS AND LAWS: DRUNKEN DRIVERS

"Says Liquor Leads as Auto Death Cause", (N. Y. Times, Nov. 21, 1937, p.14)

Courts of Iowa and Arizona have affirmed legality of urinalysis and blood tests of drinking drivers and pedestrians, said Charles R. Jones of American Business Men's Research Foundation. A concerted move is proposed to require such tests in all motor accidents where drinking is suspected. Dr. S. R. Gerber, Coroner of Cuyahoga County, Ohio, and Dr. Herman A. Heise of Milwaukee have scientifically investigated the tests. Prediction is made that alcohol is involved in 20,000 motor deaths, 100,000 accidents with a total financial loss of over $2,000,000,000 whereas official police estimates charge liquor with only 7% of traffic deaths.

123 - REGULATIONS AND LAWS - General

"Motor Laws Become Practical", by Charles C. Collins, American Auto. Association. (N. Y. Times, October 31, 1937, page XX13)

'The right of the maimed, the halt, and the blind, not to mention the financially irresponsible, the drunken, the reckless, and the miscellaneously unfit to operate motor vehicles, is not guaranteed by the Constitution or the Declaration of Independence.' Legislatures are placing greater emphasis on responsibility at the wheel. Congress is interested but cautiously observing results of state laws.

Some motor truck operators have obtained injunctions against southern weight limits. All states but five now have drivers' licenses. 28 states have safety-responsibility laws. 41 measures have been

introduced in 23 states to prevent diversion of taxes. In Pennsylvania money borrowed from highway funds was restored.

Senator Truman has introduced a bill prohibiting operation of motor vehicles in interstate and foreign commerce by unlicensed operators.

124 - SAFETY ACTIVITIES - General

"Safety and Speeds as Affecting Highway Design" - Fred Lavis, Consulting Engineer, New York. (Highway Research Abstracts p.5)

On the basis of a large volume of supporting data, it is concluded that where the location or design of highways for speeds of over 50 to 60 m.p.h. involves added expenditure for the requirements of this additional speed, such expenditures are not justified.

The great need of today and very likely the great need for several years to come is increased traffic capacity. Maximem capacity is achieved only at speeds considerably less than 50 m.p.h. There should be recognition of the fact, however, that on uncongested highways speeds of 50 to 60 m.p.h. may be permissible for competent drivers.

The expenditure of funds for this purpose, after reasonable provision has been made for highway users of all classes, may be economically justified by savings in time, and possibly also in costs of operation, if the speed at which cars can be most economically operated is more closely attained.

125 - SAFETY ACTIVITIES - General

"Horse Sense for Drivers" - (Highway Research Abstracts, p.17)

At the 1896 meeting of the British Association for the advancement of Science it was contended that horseless carriages could never be widely used, because their operation required too much skill. "The Driver", it was pointed out, "had not the advantage of the intelligence of the horse in shaping his path".....
(Technological Trends and National Policy.)

126 - SAFETY ACTIVITIES - Educational.

"Three E's in Auto Safety" by Albert W. Whitney, V. P. National Safety Council. (New York Times, Oct. 31, 1937, page XXII.)

Education and engineering are essential to traffic safety, as in industrial safety. People must be taught that the accident problem can be solved. A score of communities have made enough progress in traffic safety to demonstrate that it can be done. After that we must make over emotions and attitudes and develop a world of habits and skills. The job in the elementary schools was found to be relatively easy; children of elementary school age see and feel straight; astonishing safety results are accomplished. In fact, 50,000 children's lives have been saved.

In high schools difficulty is met because of immature sophistication and desire for adventure. Obviously a locomotive or aeroplane needs a trained operator, but the early wheezing horseless carriages were not given much deference. Compulsory courses in driving are recommended for high schools, and traffic safety should be taught in elementary schools. Many high schools are teaching their students how to drive safely. The National Education Association has produced a

research on school bus transportation, and traffic safety is being given preferred attention.

Enforcement and Engineering are subjects of college calibre. The bureau for Street Traffic Research of Harvard is giving intensive training to traffic engineers. Lieut. Kreml of Evanston has put his city on the safety map by scientific enforcement.

127 - SAFETY ACTIVITIES - Campaigns

"Safety Legions Aid Cleveland, " United Press.
(Evening News, Harrisburg, Pa. Oct. 30, 1937, p. 5)

250 prominent citizens led by Mayor H. H. Burton have been mobilized to war on traffic fatalities in Cleveland. Safety Director Eliot Ness predicts 247 traffic deaths, 30 above last year, unless checked. With every gasoline purchase motorists will be handed cards warning, "The city administration is determined to reduce the appalling number of accidents occurring on Cleveland streets." Or, "All traffic laws and regulations are being strictly enforced." Safety messages will be distributed among school children. The presiding traffic judge, Julius Kovachy, promised to make punishment certain for offenders.

128 - STREETS AND HIGHWAYS - One-Way Streets

"One-Way Streets" by W. S. Canning, Engineering Director, Keystone Automobile Club, (Member I. T. F.) Highway Research Board meeting, Dec. 3, 1937.

The purpose of the study reported was to develop factual data to support opinions as to the advantages and disadvantages of one-way streets.

A municipality which is reluctant to prohibit parking may provide for increased traffic volume in this manner at practically no cost. Other advantages are the reduction of accidents, provision for heavy directional flows of traffic at certain hours, the control of progression at desirable speed.

Head-on and side-swipe collisions between vehicles in opposite directions are practically eliminated, while collisions with parked vehicles are probably reduced. It restricts the necessary scope of attention for both drivers and pedestrians, eliminates headlight glare and most likely reduces turning accidents.

Some of the disadvantages are the additional travel distance to reach certain destinations; accident exposure by reason of traversing two or more additional intersections to: (a) vehicular traffic, and (b) pedestrians. Unless a street is designated for one-way traffic throughout, there is probability of accident and confusion at the termination of the two-way movement.

Philadelphia figures seem to indicate that speeds have been materially increased (20 to 22%); that traffic volumes have increased entirely out of proportion to the increase in general traffic; and that accidents between intersections on one-way streets are materially reduced.

	At Intersections	Between Intersections
Chestnut Street (one-way)	108	10
Walnut Street (one-way)	162	7
Market Street, (two-way)	302	82
South & Spruce (two-way)	284	52

129 - STREETS AND HIGHWAYS - General

"Federal Road Aid Shifts" by Thomas H. M'Donald, Chief U. S. Bureau of Public Roads. (N. Y. Times, Oct. 24, 1937, page AA3)

Although the primary purpose of Federal Aid for highways has been for unemployment relief (about to be discontinued in favor of normal operations) the improvements made in transportation facilities have been tremendous. 55,920 miles of road have been improved at a total cost of $807,140,005 was Federal. In June 12,496 additional miles were still on order or under construction at $343,996,739. Since 1933 approval of 3,506 grade crossing eliminations (66% now complete) and 2,249 signaling projects have been started at particularly dangerous crossings where rail and road traffic are heavy.

For normal Federal Aid System participation $125,000,000 for each of the two fiscal years of 1938 and 1939 is authorized. The Federal Aid System of roads now covers 221,130 miles, mostly surfaced. But much of this needs improvements, such as better pavement, widening, straightening, by-passing, or elimination of crossings.

For farmer-to-market roads $25,000,000 has been apportioned for each of two years. Of 1,700,000 miles of secondary road, only a small portion can be improved now.

130 - STREETS AND HIGHWAYS - Tunnels

"New Tunnel in West" by Tom White, (N. Y. Times, Nov. 11, 1937, p.XX)

A 3,100 foot, $3,500,000 tunnel saves distance and grades between Sacramento and the San Francisco Bay region. This is a pair of tunnels, each 22 feet wide at roadway or 26 feet including sidewalk. At peak load of 1,200 vehicles per lane per hour, four blowers provide a million and a half cubic feet of fresh air at each portal. Fresh air enters the traffic space somewhat above roadway level and is exhausted through ceiling slots. Carbon monoxide will not exceed two parts in 10,000 as recorded automatically. Lighting intensity is adjusted to correspond to that of a northern exposure on the same kind of a day.

131 - STREETS AND HIGHWAYS - Superhighways

"Reich Busy with Roads" by Albion Ross, (N. Y. Times, November 14, 1937, p.8XX)

Germany has abandoned the manual "Make-work" method and is now using efficient machinery in building 2,000 kilometers of "autoways". A quarter million men, 2,500 locomotives, and 50,000 construction cars on 3,000 miles of narrow railway, 300 steam shovels, 664 concrete mixers, 160 concrete plants, and 130 finishers are employed. Railroad officials are responsible for design of this superhighway.

Foundations of roads are determined by scientific tests for each type of earth encountered, as clay-sand to withstand freezing, sand-gravel or causeways over moors. Fills are compressed by electric tampers.

Surfaces are generally finished with two-layer concrete over a heavy paper layer, with steel mesh between the concrete layers. The slow moving train of mixers, layers, and finishers is impressive. Top slabs are 3-¾ meters wide, but vary in length from 8 to 25 meters according to terrain. A half meter strip of macadam protects subsoil at shoulders. A grass strip 3-½ to 5 meters wide separates the roadways. There are no grade crossings. In mountainous sections all curves are sharp; in prairies long curves regardless of cost, with gradual change of radius where roads pass from prairie to mountains. Ramps are used for entrances and exits to the highway.

132 - STREETS AND HIGHWAYS - General

"Road Design is Aid to Safety" Miller McClintock, Director, Bureau for Street Traffic Research, Harvard University (N. Y. Times, Oct. 24, 1937 page A11)

The Reich has gone farther than any other nation to provide a truly national system of roadways designed for maximum traffic volume, maximum speed and maximum safety." But metropolitan New York offers examples of the finest types of express highway.

A San Francisco survey shows that traffic congestion and accidents can be reduced only to the degree that the following causes are removed or mitigated:

(1) Medial Friction (between opposite directions)
(2) Marginal Friction (at curbs, parking, etc.)
(3) Separation of intersections (no crossings at grade)
(4) Segregation of fast and slow vehicles with acceleration lanes at entries and retarding lanes at exits.

Two principles govern planning of such "Limited Ways", eg. concentration of fast traffic onto routes capable of providing safe high speeds for dense traffic rather than scattering fast traffic throughout a community of mediocre roads; and separation of large-volume passenger car traffic from truck, rail, and pedestrian traffic.

In comparing costs, notice should be taken of the 4 lane capacity of a "Limited Way" being equal to the 8 lane capacity of streets at grade. Truck traffic is benefitted by removal of the passenger car traffic from the present truck routes. Traffic volume on the "Limited Ways" increases because of the greater convenience.

During off-peak hours current average over-all speed is less than 18 M.P.H. but Limited way traffic should have a normal 45 M.P.H. speed, if the safe maximum speed of the express route is 60 M.P.H.

133 - SUBJECTS RELATED TO TRAFFIC - Planning

"Thoroughfare Plans and Urban Areas" - Frank H. Malley, Civil Engineering, Dec. 3, 1937, pp. 851-54.

Our transportation system moves about 350 billion ton-miles of freight per year, about 10 percent of which is carried over the highways. In passenger transportation 90 percent of the 380,000,000,000 passenger-miles is by private automobiles. This is equivalent to 2,500 miles per year for every man, woman and child.

Immediately the function of a highway is to provide safe and free circulation of traffic. The ultimate objective is to promote proper and

adequate use of land.

Traffic congestion is a disease which affects the financial as well as the social structure of a community. A study of the proposed Control Artery circumscribing Boston's business district revealed that the present estimate of the improvement is 30 percent less than that made in 1930. No doubt some of this is due to the depression but congestion undoubtedly accounts for most of the depreciation.

Recreation is the second largest industry in Massachusetts, with an income estimated by the New England Council at $200,000,000 a year. The social and economic value of parks becomes more important with current increases in leisure time.

134 - SUBJECTS RELATED TO TRAFFIC - Planning

"Recreational Planning for Urban Populations" - Justin R. Hartzog, Civil Engineering, Dec. 1937, p. 848-51

A number of urban problems are closely related to highway transportation. One is the provision of easy transportation to recreation facilities without and within cities.

Most of these facilities have existed in urban and non-urban areas for centuries but their practical value was small and reserved to the fortunate few. In contrast to the past, the national parks last year were enjoyed by over six million visitors and the state parks by forty-five million. But if the remaining millions are to be served a closer-in recreational region is necessary.

Aside from the mental, spiritual and physical benefits gained by the users of recreational facilities there is a financial benefit to the communities visited. It is estimated that 3,000,000 travelers in New England leave behind 300 to 400 million dollars.

The design to provide these facilities requires the closes collaboration between landscape architects, engineers, and architects lest their creation spoil the natural settings.

135 - SUBJECTS RELATED TO TRAFFIC - Vehicle Design

"Problems of Headlight Illumination: Dazzle and Fog", by W.S. Stiles, Ph.D (Engineering (London) Jan. 8, 1937, p.50-52)

Dazzle:

We are concerned with the effect of dazzle on visibility of the road or objects thereon. Opposing headlights cause no trouble in daylight. Luminous intensity of the object and distribution of the headlights of the two cars are important factors in visibility. Position of object, reflection factor of object and of background are outside of the control of the motorist but have their effect. Height of driver's eyes above ground, height and lateral position of headlights, screens on windshield, or spectacles on driver also influence the result.

Sharp "cut off" of rays above the horizontal or sideways cannot be designed into a practical headlight. Furthermore, roads are not level or straight, cars oscillate, headlights cannot be kept in exact position on car, the position of filiament is apt to change when hot.

$V = \frac{\Delta}{T}$ where V is visibility, Δ is brightness difference between background and object, and T is the sensitivity of the eye to brightness contrasts.

NEWS ABOUT THE TRAFFIC ENGINEERING PROFESSION

NEWS OF THE INSTITUTE OF TRAFFIC ENGINEERS

DIGEST AND NEWS LETTER COMBINED

The Traffic Digest and Traffic News Letter has been combined to form this new publication which will be known as "Traffic Engineering". This action was taken at the request of the Board of Direction. We hope you will like the new publication. With your cooperation we are looking forward to the day when "Traffic Engineering" can be enlarged and distributed on a broader scale.

NEW HEADQUARTERS

The headquarters of the Institute of Traffic Engineers has been moved from One Park Avenue to 60 John Street, New York, N. Y. The office of the Secretary-Treasurer is also located at 60 John Street.

SPECIAL FEBRUARY BUSINESS MEETING

President Leslie J. Sorenson has called a special business meeting of the Institute for February 15 at his offices in Chicago, Ill. This special meeting is being called to consider a proposed amendment to raise the maximum age requirement of Junior Members from 30 to 35 years. On January 15 a special letter will be sent to all Institute members officially notifying them of this meeting and of the proposed change in the By-Laws.

COMMITTEE CHAIRMEN

Members of the Institute which have already accepted President Sorenson's invitation to head committees for 1938 are as follows:

Library Committee	B. D. Greenshields
Publication Committee	P. L. Green
Program Committee	W. R. McConochie
Membership Committee	G. W. Barton
Finance & Auditing Committee	W. G. Cole
Editing of Proceedings Committee	Wm. McConochie
Research Committee	M. McClintock
Resolutions Committee	W. DeYoung
Policy Committee	W. H. Rex
Standards & Specifications Committee	D. M. McNeil

The personnel for many of the above committees has already been chosen. President Sorenson hopes to complete the organization of the 1938 committees within the next month.

1937 RESEARCH COMMITTEE REPORT

W Sherman Smith, Chairman of the 1937 Research Committee, urges members of his committee to submit their criticisms and suggestions on the Research Committee report at once. He is anxious to put the report in its final form. Will that member of the committee which is holding the report now please prepare his comments and pass it on to another member.

DUES OF ASSOCIATE MEMBERS IS RAISED

The Board of Tellers, John T. Gibala, Chairman, submitted the following report regarding the proposed amendment to the Constitution and By-Laws as approved at the annual meeting held in Kansas City on October 12, 1937.

"Section 2: The Annual Dues shall be as follows:
Associate Member $7.50"

Number of ballots received	60
Invalid ballots (no vote)	1
In favor (yes)	53
Against (no)	6
Total	60

The increase in Associate membership dues from $5.00 to $7.50 will become effective December 21, 1937. It will not apply, however, to old members until payment of 1939 dues.

NEWS ABOUT INSTITUTE MEMBERS

BRUCE D. GREENSHIELDS

Bruce D. Greenshields (Associate) formerly Professor of Engineering Science, Denison University, Granville, Ohio, recently accepted a position as Associate Professor of Civil Engineering, College of the City of New York. Professor Greenshields will be in charge of all highway and traffic engineering courses for City College.

Professor Greenshields is the newly appointed Chairman of the Library Committee.

Please note his change of address in your roster.

OSCAR M. GUNDERSON

Oscar M. Gunderson (Associate) is now Traffic Engineer of the Safety and Traffic Division for the Michigan State Police with headquarters in East Lansing, Michigan. Mr. Gunderson until accepting this position was associated with the Chicago Motor Club where he also held the position of Traffic Engineer.

I. S. SHATTUCK

I. S. Shattuck (Member) consulting engineer in City Planning, Traffic and Transportation, now employed part time by the Golden Gate International Exposition as Chief of the Exposition's Transportation Division, and formerly City Planning Engineer of Oakland, California, was appointed November 1st to direct the activities of the newly created Civic Development Department of the Oakland Chamber of Commerce.

This Department, operating through committees to be organized for the purpose, is planned to be a permanent activity of the Chamber, ultimately concerning itself with public projects over a broad range not only as to their adequate planning but also as to their relative necessity, physically

and financially.

Immediate activities of the Department, however, at the start of its first year, are limited to the following:

1. TRANSPORTATION

Consideration of the relative importance of transit and street traffic problems, present and future, and means of solving them. For this work excellent basic data are available, principally(a) a survey of all transit operations directed by Mr. Shattuck in 1935-1936, when City Planning Engineer, and (b) a comprehensive traffic survey recently completed under Mr. Shattuck's direction.

2. GOLDEN GATE INTERNATIONAL EXPOSITION

Cooperation with the Exposition Company to further the success of the 1939 World's Fair on Treasure Island in San Francisco Bay, midway between San Francisco and Oakland.

3. SPECIFIC HIGHWAY PROJECT - EAST SHORE HIGHWAY

Guidance of the East Shore Highway project with a view toward its adequate planning and its completion at the earliest possible date. This highway, originally planned in 1927 as a freeway linking the larger cities on the east side of San Francisco Bay over a 50-mile distance, is generally conceded to be the most important highway project in northern California. The completion of certain portions of this project will eliminate points of maximum present traffic congestion. When fully completed, the highway will be the backbone of a system of major city streets and country roads throughout the territory.

Mr. Shattuck's Exposition connection will not be affected by the new arrangement with the Oakland Chamber of Commerce.

TRAFFIC ENGINEERING POSITION WANTED

We have been informed that one of our Associate Members, Mr. W Sherman Smith, is seeking a new position in the traffic engineering profession. Will any of the members that hear of an opening please forward the information to Mr. Smith. His address is 1827 Cherry Street, Toledo, Ohio.

Until last summer Mr. Smith was Assistant Professor of Civil Engineering at the University of Toledo. Since that time he has been conducting special research for the Highway Research Board.

NATIONAL CONSERVATION BUREAU CHANGED ITS ADDRESS

Mr. Harold Hammond, Director of the Traffic Division of the National Conservation Bureau, informs us that his Bureau has moved to 60 John Street, New York, N. Y. Members in the habit of visiting him at his old One Park Avenue address will now find him down in the Wall Street district. Please make correction in your roster.